

AP 7 '24

Beginning With This Issue
"NEWS OF THE BOATYARDS"

ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. V

MARCH, 1924

No. 2



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Captain Noah: "Don't fret, Missus. The dove has just flew back aboard with an olive branch, so the chances are we'll fuel up any time now."

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*Do Not fail to see our Announcement in the next (April) issue of this
magazine*

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Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purport to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE HARVESTERS OF THE SEA

Vol. V MARCH, 1924 No. 2

DAVID O. CAMPBELL, * Pres. and Treas. •
FRANK ARNOLD, Manager
ARTHUR W. BRAYLEY, Editor

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\$1.00 A YEAR 10 CENTS A COPY

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25, 1921, at the Post Office at Boston, Mass.,
Under the Act of March 3, 1879.

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To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

Fishermen's Pluck

Men, meet Clifford Nevells, Stonington fisherman. This is the man who demonstrated the kind of stuff fishermen are made of.

Last New Year's day he was capsized, and for four hours clung to his craft in the icy water with the mercury but slightly above zero. Think of it—four hours in Maine water in midwinter!

Fortunately he drifted onto a small bare reef, where he was forced to stay all night, only avoiding freezing to death by walking and threshing his arms constantly. That night the mercury dropped to 14 below. The next morning he recovered an axe from the wreckage of his boat, with which he knocked together the raft shown in the accompanying picture. On this frail structure he started paddling for the mainland, but was rescued before he had gone far by a brother fisherman.

A detailed story of Nevell's adventure appeared in our January issue.

We would have to go far to find another such example of indomitable will, ability to assimilate punishment, and pure grit.

We are indebted to Dr. Isaac Gage, "the fishermen's doctor," for the picture.



CLIFFORD NEVELLS

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Pinkey Maine Still Afloat

From a letter recently received, printed below, we were glad to learn that the old pinkey Maine is still very much alive.

Jonesport, Maine.

Editor Atlantic Fisherman: In my Atlantic Fisherman of February, 1924, I saw your story and pictures of the pinkey Maine by Albert Cook Church. The pictures were very fine, but he is out of his reckoning, as the old pinkey Maine is still very much alive. She is owned by C. H. Mansfield of Jonesport, Maine, and at present is at Sawyer's wharf. She floats every tide. Her owner was offered \$500 for her last summer, but would not sell at that time. Her timbers seem as sound as ever and her sheer is just as good. But she does need replanking, as her seams have been caulked to death. I understand that her owner is to repair her this season.

So you see that though the Maine is the oldest fisherman afloat, she is still in good condition and can be seen at any time.

Sincerely yours,
S. T. OPENSHAW.

March 8, 1924.

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ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. V

BOSTON, MASS., MARCH, 1924

No. 2

The Great Race Between the Rose Dorothea and Jessie Costa

*Looking back seventeen years to the battle for supremacy between the two big
Provincetowners, fought out in the Lipton Cup Race of 1907, off Boston.*

For the Atlantic Fisherman
By ALBERT COOK CHURCH

HERE has always been great rivalry between the fishing fleets of Gloucester, Boston and Provincetown, and difference of opinion as to which has the fastest vessels. Consequently when Sir Thomas Lipton offered a championship cup in 1907 to be raced for off Boston over a 42-mile course, it was expected the question would be decided to the satisfaction of the public, if not to the fishermen themselves. In addition to the Lipton Challenge Cup, \$2,500 in cash was offered as a further allurement to coax the fliers into action; but in spite of the scarcity of entries a grand race resulted which resolved itself into a duel between the two crack Provincetown schooners, Rose Dorothea and Jessie Costa, the Dorothea winning out by a scant margin at the very end of the race. Yet to many the race was not conclusive, and to this day friends of the Costa claim she was the faster vessel of the two.

Nor was the question of fleet supremacy decided upon that occasion, either, for Gloucester was not even represented among the big vessels that competed, although beyond question she had plenty of speedy vessels well able to log the course in company with the best two stickers afloat. But they were on mackerel at that time, or offshore, and the race came at a period when it was inadvisable to withdraw them from the fishery for such time as would be necessary to properly fit out for racing, and that just about explains a situation that the general public fails to grasp. The two weeks or more required, to say nothing of a liberal amount of hard cash, mean more to a corporation-owned fishing vessel than a sporting proposition does to an enthusiastic crew. And there you have it in a nutshell.

For a long time the Provincetowners had been arguing over the respective speed of their vessels,

of which the Dorothea and Costa were admitted to be the best, and the prospect of stacking up against Gloucester and the T wharf fleet sent expectations sky high. Preparations were at once begun to groom them up for the contest, and be it said to their sporting credit there was nothing left undone to put them in tip top condition. Neither time nor expense was spared on those two vessels, and opinion ran high as to which would take the other's measure, all sorts of wagers being made on the result, although naturally most odds favored the Dorothea as she was considerably larger than the Costa. Having an advantage of six or seven feet in length which would figure out to about ten minutes in time allowance in a handicap race, in a race of this sort where no allowance was given, the Dorothea's actual advantage was considerable, but this had no deterrent effect on the Costa's backers, who had unbounded confidence in her ability.

In the class for smaller vessels there were two entries, the knockabout Helen B. Thomas and the Francis P. Mesquita, while the larger vessels included the James W. Parker of Boston in addition to the two Provincetown schooners. Captain Val O'Neil of the Parker knew he had no chance with the other two, but he had sufficient interest to enter although his craft was not in racing trim, and with a brass band and a party of friends on board to enjoy the experience, he gamely tackled the two fliers and did the best he could to make it interesting. Inasmuch as the chief battle lay between the Dorothea and Costa, the present story is based largely upon them for that reason and lack of available space.

During their numerous brushes offshore and running to market, many conflicting claims as to the result had been made by friends and crews of

(Continued on Page 10)

Minerva—An Up-to-the-Minute Fisherman

By P. A. SENENIG

FIRST to the fishing banks and first to market. That's the program laid down for the Minerva by Captain Arthur Roland of Bridgeport, Connecticut. Mackerel for April, May and June; swordfish for June, July and August; and flounders for September, October, November, December, January, February and March—such will be the order of pursuit, which shows that the Minerva is of the versatile type of fisherman, about the only type that makes money these days.

In delving into the twenty three years' experience of the master fisherman, Captain Roland, son of the famous steamship Captain G. H. Roland of the New Haven Line, summarized his successful year-around fishing ventures as follows, —a speedy craft with pretty lines, the best of nets and fishing equipment, dependable auxiliary power, home comforts, good food for the crew, a steady hard-working crew out to make a clean-up, and the application of new inventions such as radio to get direction, Greenwich time and news of the fishing market.

Captain Roland believes that the first fisherman to the banks, like the proverbial early bird, gets the easiest catch. So he plans to get to the banks off Nantucket Shoals, Port Jefferson, Block Island, Point Judith and various other places in time to make several drags and hauls before the other fishermen arrive.

When asked how many hauls are necessary to get a load of fish and what assurance he had of catching any before the other boats arrived, Captain Roland replied by stating that the sandy bottoms where sand worms are known to exist can be stirred up by a drag until the worms are exposed enough to attract flounders. The nets are then hauled over the bottom thus dragged, and single hauls after dragging off Nantucket Shoals have netted as high as fifteen to twenty bushels of flounders. He once made a haul in fifteen minutes that took two hours to fish the fish out of the nets. This is not likely to happen on the Minerva as the nets will be pulled in by a winch geared to the 70 hp. engine. Off Port Jefferson, he said, he averages twelve to fifteen bushels of mackerel from April to June.

Radio broadcasts which quote prices of fish in the different markets — Newport, Block Island,

New Bedford and New York—will be picked up on a loop aerial. The Minerva will then be speeded at ten knots an hour driven by her seventy horse power heavy duty engine to the most advantageous market.

The early morning catches, about 2 A. M., are seemingly the best, according to Captain Roland. That's before the early bird is on the job because it depends on the sun for light. Not so with the fishermen of the Minerva. A cluster of bright lights will flood the deck which will enable the fishermen to see what they are doing. Water tight auxiliary lights can be dropped over the side of the boat into the water so that the nets can be pulled in properly without getting tangled with the propeller. The light from the cluster can be focused on the fish well in the center of the boat, which will expedite sorting fish.

All the navigating lights, mast, tail and side lights likewise are electric, deriving their current from a Westinghouse 750 Watt 32 volt Marine Light and Power Plant which charges batteries having unusual capacity, giving that reserve power necessary for the hazards of a seagoing fishing boat.

The electrical installation, like everything else on the Minerva, is of the very best. Over forty water-tight outlets are so located that any part of the craft can be lighted at an instant. Of course all of these will never be utilized at one time. There are six outlets in the engine room for lights, another over the compass, and permanent connections to the Klaxon, tail light and six lights in the hold around the fish well, reverse gears and shaft alley. Five water-tight outlets are placed in a row on the port side for the mast, head and port side lights, and another water-tight outlet is used on the other side for the starboard side lights. Rubber covered water-tight lines to these lights will be lashed to the rigging. All the electrical connections are water-tight.

Hot coffee, fried fish, baked beans, ham and cabbage, or whatever fishermen eat will be prepared electrically during the spring and summer months, or at various other times when the rolling and tossing of the Minerva interferes with the coal stove. The coal stove is used in winter for heating the crew's quarters. An electric fan will provide the necessary ventilation.

Ingenuity of Captain Roland asserted itself in the Minerva. He has done away with the dry cell batteries for the starting ignition of his engine by tapping six volts off the 32 volt light and power battery, thus assuring him of a constant supply. After the engine is running, a magneto takes care

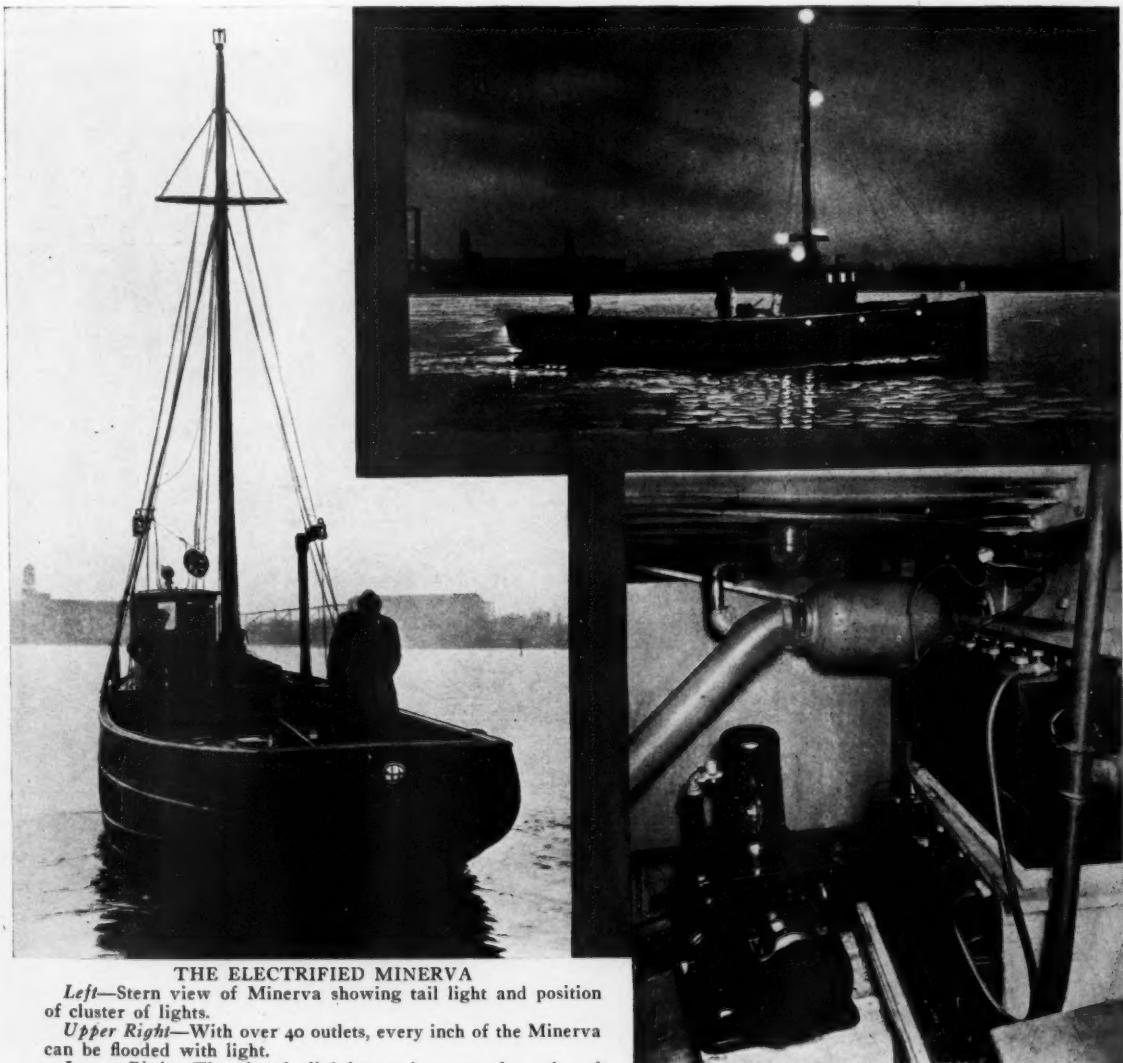
of the ignition. Likewise he has arranged to control the speed and direction of his craft from the yard arm, during swordfishing. Swordfish, when hooked and fighting mad, are likely to dash under the ship and become entangled in the propeller. The pilot in control on the crow's nest also acts as an observer for the swordfish and maneuvers the Minerva accordingly, even to stopping the engine, if necessary.

The Minerva, according to the fishing game, will get two-fifths of the catch, the remaining three-fifths being equally divided among the crew. In this case, four-fifths will go to Captain Roland's family, as he and his son, Raymond J. Roland, are usually members of the crew. The remaining one-fifth, if only three men go on the trip, will be awarded to some lucky, efficient fisherman.

The Minerva because of her speed, ten knots an hour, will often be seen in New York, Block Island, Bridgeport and New Bedford, which are

the markets usually visited by Captain Roland.

Captain Roland brought the Minerva down along the coast from the Adams Shipbuilding Company, East Boothbay, Maine, last September, and since then has been outfitting this fifty-foot craft with fishing paraphernalia for all depths of water, and after all his labor and expense may lose all in one adventure with a northeaster. If so, it will be a losing fight of a resourceful and experienced fisherman against an overwhelming storm. Captain Roland began his fishing career at seventeen, when he bought the fishing smack Minnie T. Rackett. Later he installed an engine for auxiliary power. Goodness only knows how many boats he has had since then, but the Minerva, named after his mother, is a realization of his dream of what a fishing boat should be, and which is one of the most modern, best equipped and speediest fifty foot fishing boat anywhere. Sails are used only as auxiliary power.



THE ELECTRIFIED MINERVA

Left—Stern view of Minerva showing tail light and position of cluster of lights.

Upper Right—With over 40 outlets, every inch of the Minerva can be flooded with light.

Lower Right—The electric lighting and power plant aboard Minerva.

Race Between Dorothea and Costa

(Continued from Page 7)

the Dorothea and Costa, and the possibility of clearing the championship situation over a measured course under official conditions was hailed with delight everywhere. Everyone knew the sporting blood of the Provincetown fishermen and the pride they took in their vessels, and as the day of the race approached excitement increased to fever heat. Preparations were rushed on both vessels, and when the last day of grace came both were ready and nothing remained undone which could possibly improve their chances or condition. Hundreds of summer visitors swarmed about them admiring their graceful lines and towering spars, and everyone looked forward to a rattling breeze the following day which would settle it once and for all.

With prevailing moderate conditions expected, the Costa was a bit light in the water, her ballast having been materially lightened, and she had a brand new Colby mainsail which seemed a bit long on the foot where it had stretched well out to the hoops. I had not seen it set before, as I came aboard at Provincetown but a few hours before

we left, and we made the run across from the Cape that night in a smooth sea and moderate breeze. There was no question but she could travel under these conditions, and we scandalized everything in sight coming across, as well she ought to.

The next morning, the day of the race, it was pretty light outside. A fine summer's day it was, but not too much wind for a canoe, to say nothing of sail-carrying cod-chasers anxious to fight out a battle of speed and seamanship. The sky was bright and clear, the sea smooth, and a big flotilla of pleasure craft and excursion steamers were out in force to follow them over the course, which was from off Thieves Ledge below Minot's to Davis Ledge, thence to the Eastern Point whistler off Gloucester, and return to the finish near Thieves Ledge buoy, a distance of about 42 nautical miles.

The start was at 11 o'clock, and as the hour drew near the wind began to increase a bit and things began to liven up. The big schooners were well up to windward of the line, the wind about southeast with indications of shifting to east southeast, and all made for the line in a listless sort of fashion with no evidence of haste. However, all hands had been making strenuous preparation for doings outside, and on deck the crews were hus-

(Continued on Page 26)

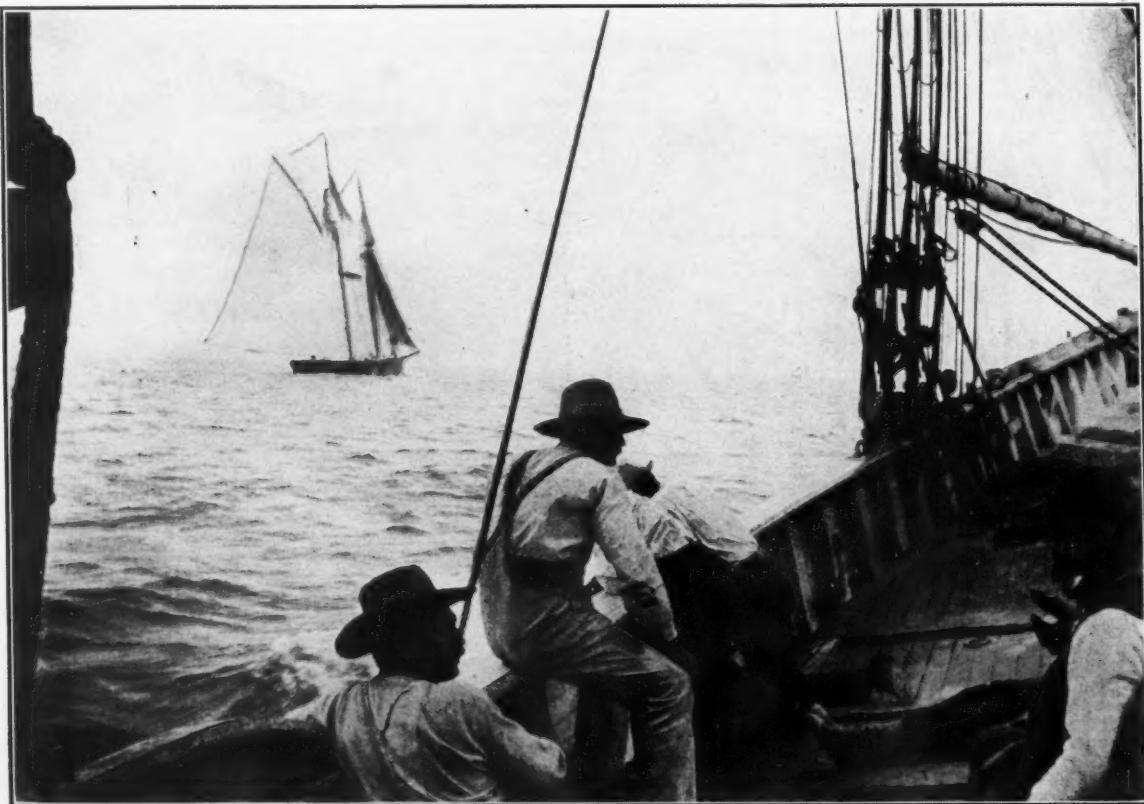


Photo by Albert Cook Church

Schooner Jessie Costa Overhauling the Rose Dorothea



Views of the Lipton Cup Race of 1907

UPPER LEFT—The Costa has a brush with the James W. Parker of Boston. MIDDLE LEFT—Schooner Jessie Costa of Provincetown. LOWER LEFT—Schooner James W. Parker of Boston which was outclassed. UPPER RIGHT—The famous Provincetown flyer Rose Dorothea, winner of the championship, as she appeared homeward bound with a broom lashed to the stump of her foremast, carried away during the race. LOWER RIGHT—Captain Manuel Costa of the Jessie Costa, with the course of the race tacked before him on the cabin roof.

(Photos by Albert Cook Church)

A 30-foot Lobster and Quahog Boat

This interesting lobster and quahog boat was planned especially for winter fishing, being of very heavy construction, and is arranged to be as comfortable as is possible to make a boat of this size.

The motor will be installed in the cabin forward of the fish well, and will be a 2 cyl., 4 cyl. Lathrop fitted with a hauling clutch.

There will be a small hoisting drum on the starboard side which will be belted to the main engine with a sprocket chain for hoisting traps, etc. There will also be a small davit crane fitted with snatch blocks located as shown on plan to use in connection with this drum or winch head.

Ice boxes will be built in on each side of the fish well which in winter can be used for any kind of storage, while the space aft of the well below decks will contain the gasoline tank and will be used for general storage.

The companion way to the cabin will have a small pilot house over it to give protection in cold weather.

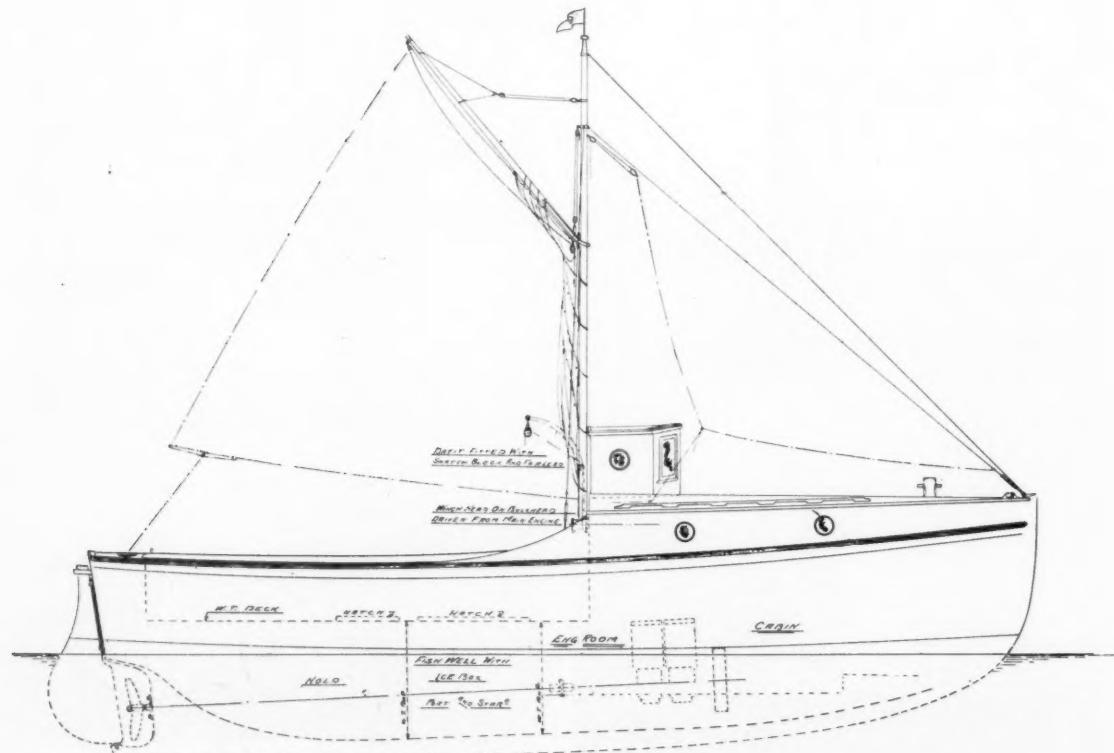
The cabin is lighted by four 6-inch air ports.

Her transom lockers are of suitable width for berths for two people, while two pipe berths may be installed above if necessary.

The rig will be as shown with jib and lug mainsail which will brail to the mast, so that the gaff may be used for hoisting purposes in connection with the winch head. All standing rigging will be of galvanized wire set up with turnbuckles.

The principal scantlings for the hull are as follows: keel, $4\frac{1}{2}$ " oak; frames, oak steam bent, $1\frac{1}{2}" \times 1\frac{1}{4}"$ on 12" crs.; two stringers of yellow pine, $1\frac{1}{2}" \times 4"$, one of which forms the clamp for the water-tight deck; yellow pine clamp at gunwale, $4" \times \frac{1}{2}"$; and yellow pine clamp, $4" \times \frac{1}{8}"$, under raised deck. Planking to be $1\frac{1}{8}"$ yellow pine. All fastenings and hardware to be of galvanized iron.

While this boat is designed for use as a lobster and quahog boat, she should be a good boat for all-round winter fishing as she has good freeboard and an able underbody, and will handle easily. The design is from Goudy & Stevens, East Boothbay, Maine, who build fishing craft of all kinds.



A COMFORTABLE, HEAVILY CONSTRUCTED FISHING BOAT

An "Alcoholic Chindagak"

N. G. NEAR

I RECENTLY heard the above expression used by an Alaskan in relating a ghost story. He said that a chum of his imbibed so much whiskey and became so saturated with alcohol that one day while under the influence of liquor, and while carrying a torch he suddenly beheld a ghost and in his fright ignited himself. After a few moments, because of his high alcoholic content, he was reduced to a small pile of smouldering ashes. He was therefore an "alcoholic chindagak."

On pressing him for an explanation the Alaskan told of a fish known as the chindagak which actually inhabits the region of Nishigak, Alaska. Chindagaks are almost 100% oil. By running a

string through the fish and using the string as a wick the fish's body burns readily and gives off light. They are sometimes called "candle fish" by the extreme northerners.

Chindagaks are an extremely hardy fish, possibly because of their fat. The Alaskan claims that it is possible to freeze these fish solid in a block of ice, keep them frozen for six months, then thaw them out, and they will swim merrily away. Nature provides the fat to keep them dormant in the northern ice through the entire long, cold, northern winters.

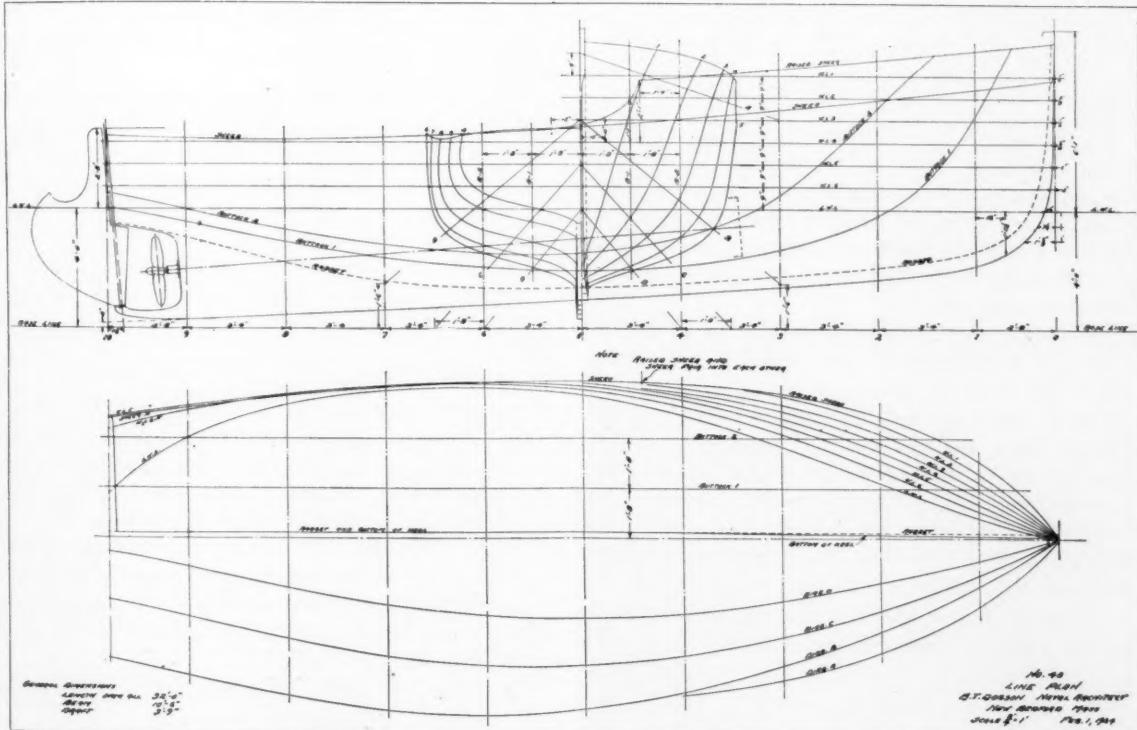
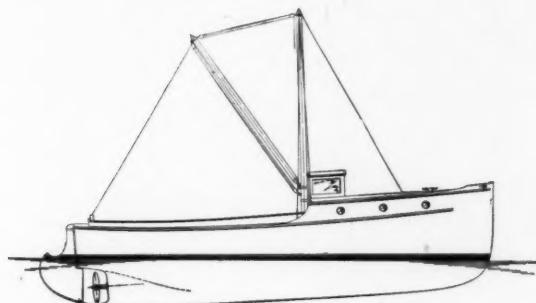
A ship 600 miles off the coast of Washington recently picked up a number of grasshoppers more than three inches long. Hundreds fell on the deck and the sea was dotted with them. It is presumed that they came from an island in the Pacific ocean.

Details of 32-Foot Power Fisherman

Designed by

B. T. DOBSON

NEW BEDFORD, MASS.



Our Washington Letter

By EDWARD NELSON DINGLEY

WASHINGTON, D. C. Political circles are in a whirl. They are treated to almost daily sensations and near-sensations. However, the people far removed from Washington, and not in the atmosphere of political hysteria, should bear in mind that nine-tenths of this talk and activity is for political purposes. The Democratic Senators who are indulging in these linguistic gymnastics are trying to divert attention from business, from prosperity and from sound economics, by airing a comedy of errors.

Let your readers sit down alone before their firesides or in the cabins of their boats, and calmly think over the facts in this oil affair. Long before the Republicans came into power in 1921, Secretary of the Interior Payne and Secretary of the Navy Daniels, advised Congress that oil was in danger of being drained away from the naval oil lands or reserves of the Government. They advised that leases should be made to private parties for the recovery of this oil on Government lands, on a royalty basis. Many leases were made to private parties by the two Secretaries.

Soon after March 4, 1921, when the Republicans came into power, President Harding under two acts of Congress, gave to Secretary of the Interior Fall (in conjunction with Secretary of the Navy Denby) the authority to make new leases on naval lands. Secretaries Fall and Denby made leases just as Secretaries Payne and Daniels had done.

Now Daniels has the nerve to denounce his successor, Denby, and to tell the people that he fought valiantly to save the Government oil! He gave as his reason for making leases, exactly what Denby and Fall gave — danger of drainage by private companies drilling adjacent to and on Government land.

In response to a resolution of the Senate, Secretary Fall in June 1922, sent to the Senate a complete report of the leasing of naval oil lands, the purpose, the visits of Sinclair to Fall's ranch in New Mexico, and copies of the leases or contracts. The special Walsh committee which has sent out so many sensational reports, has discovered nothing new in regard to the leases, that was not detailed in Fall's report to the Senate in 1922, and indorsed by President Harding.

When Secretary Daniels reported to the Senate leases with private companies; when Secretary Fall reported to the Senate similar leases with private companies, neither Senator Walsh, nor Senator Harrison nor Senator Caraway, the

leaders in this political farce, nor any other of the mock defenders of the people's rights now strutting on the stage, ever said a word or made any comment. They waited a year and a half before starting the ball rolling and denouncing the making of leases by Fall and Denby. All these gentlemen had full knowledge of the leases in the summer of 1922. If the leases are illegal now, they were illegal in 1922; and Senators Walsh, Harrison et. al., members of the Senate then, are participants criminis.

These Senators bull-dozed the Senate into demanding Denby's dismissal or resignation. They demanded the dismissal or resignation of Daugherty. They stampeded the Senate into occupying the position of prosecutor, judge and jury, without giving Denby or Daugherty an opportunity to be heard. President Coolidge refused to dismiss Denby or Daugherty. Denby resigned broken-hearted, a victim of malicious Democratic partisan assaults. Daugherty thus far prefers to fight. He refuses to retire until he is proven guilty.

President Coolidge has reminded the Senate that its Constitutional duty is to legislate, not investigate. The Senate has been in session since the first Monday in December, and has done little or no business of importance. An appropriation bill carrying \$750,000,000 passed the Senate the other day with no roll call, and with only ten Senators in the chamber!

The President and Senator Borah did not lose their heads in the face of this hysterical attack from a few Democratic wind-jammers. They called attention to the fact that the executive is independent of Congress, and that the only legal means of determining the guilt or innocence of a public official is impeachment.

Already this one Senate investigation has cost the taxpayers some \$200,000. Before the courts get through with the matter it will have cost the people half a million dollars. If the courts declare the leases valid, Senators Walsh (Montana), Harrison, Caraway et. al. will deserve the contempt of the whole country for their monstrous and wicked effort to smirch the character of public officials, even President Coolidge, basing their action on prejudice and rumor. Already public opinion has evinced a reaction against this whole partisan scheme, prompted by partisan politics. The reaction will grow and increase from now until November.

It should be borne in mind that none of these

(Continued on Page 28)

Who's Who Among the Skippers

By CAPT. CHARLTON L. SMITH

CAPE BRETON'S rugged shore has been the birth-place of many a husky who hied him at a tender age to the fisheries of Cape Ann. Scottish blood predominates in most of them. A hardy race.

Inverness County furnished one of these in 1858. At thirteen (to use his own words) the future Captain John A. MacKinnon "started an education in the Academy of Hard-knocks, jigging mackerel out o' Gloucester, and graduated on the Atlantic Ocean in the schooner Barracuda under Captain Cook."

This exacting curriculum concluded, the now full-fledged fisher sailed with Captain John Pentecost in the Grace E. Hadley on another jigging trip to the Bai de Chaleur. Then came a trip in the Knight Templar to Flemish Gap. Fletched halibut was their quest, under Mike Donovan's command.

The hardy youngster next went seining for mackerel on the American coast with Captain John McFarland in the schooner Nelson Y. McFarland.

By this time his sterling worth and his natural aptitude for leadership had become manifest. He was just nineteen years old when he was given a command. He was CAPTAIN Jack MacKinnon, now, and he took the C. B. Manning out on a seining trip.

A season in the Ossipee, seining, and the young mariner had Moses Adams build him the schooner Mayflower, a vessel in which he seined for mackerel and made trips to Western Banks.

Mr. Adams then built the Norumbega for him. The captain made many trips in her to Newfoundland for frozen herring; but finally lost her when she was run into and sunk by a large four-master off the coast of Maryland. Needing a vessel, then, he chartered one, to finish out the season, from the Atlantic Maritime Co.

After two years in the Saladin, he went master of the new Burgess designed schooner Elizabeth Silsbee, the largest vessel in the fleet. He stayed in her two summers.

Arthur D. Story then built the Rhodora for the captain. After that, power seemed to be the thing and the enterprising skipper bought the steamer Philomena and seined and went gill-netting in her for three years. His last command was the auxiliary seiner Norma, from which he retired a few years ago to engage in business on shore.

Captain MacKinnon now has a small grocery and provision store across the lawn from his pretty house. It is in a quiet, residential district at the extreme inland edge of Gloucester. Mrs. MacKinnon is living and the three girls, but the boy—I dislike to write about it. The great,



CAPTAIN JOHN A. MCKINNON

strong, rough-and-ready father, so full of jokes and such, can never speak of him without evident emotion. The brave lad never came home from "over there."

At all the international races, one of the jolliest, wittiest and most noticeable characters is this same Captain "Mac". Whatever he does is done in a masterful way. A little over a year ago, he jumped from his grocery store and sailed one of the medium sized schooners in the elimination race and the showing he made, with a craft that was an indifferent sailor, was a treat to those who were up in nautical lore.

Fishing Notes From Maine

By the "Fishermen's Doctor"

CAPTAIN T. M. NICHOLSON of Bucksport went to Newfoundland to see if the wreckage found near Mt. Blomidon was from the missing schooner T. M. Nicholson, which has been missing since the first of the year. The Nicholson left Port au Basque on December 26th, last, for Bay of Islands. None of the crew has ever been heard from.

Herring have struck off Grand Manan and are reported to be in large quantity and of proper size for sardines. Some of them are the right size for stringing. A few handliners out from port of

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Wrecked on the Feejees

Experience of a Nantucket Man, the Sole Survivor of Crew of
Whaleship "Oeno", Who Lived for Nine Years Among
Cannibals of South Pacific

Published by NANTUCKET INQUIRER AND MIRROR

XVI

NOTHING worthy of particular notice occurred during the remainder of our passage to the islands. When in sight of the island of Coroo we saw a rakish looking schooner off our bow standing toward us. When near us she luffed by the wind, brailed up fore-sail and hoisted Chilian colors. Not knowing who or what he was, and as he had rather a suspicious look, we loaded our big guns and prepared for the worst. He kept off for us, came down and spoke us. We found it was the schooner Valador of and from Valparaiso, on a trading cruise among the islands for tortoise-shell, etc. We stood in for the island of Coroo. When we got near the island the natives came off bringing yams, breadfruit, etc., for trade. It was now late, so we shortened sail and lay to for the night. At daylight we made sail and arrived at Ovalau late in the afternoon.

We were soon visited by David Whippey and a host of natives who informed me that the old king of Ambow was dead and that he was succeeded by his brother Veserwanker, who was greatly his inferior in every sense. Mr. Driver, the chief officer, was dispatched to Ambow to visit the new king and see if a cargo could be procured. The king thought he could furnish a cargo as well and as quickly as his brother had done for the Clay. The weather being fine we got under way for Ambow, where we soon arrived and were visited by the king and suite. The captain invited the king below and treated him with rum, which he drank very freely and soon found he liked it better than carva. His visits became very frequent and lengthy; he would sit and drink rum till he became boozy; then he would praise the rum saying it was much better than carva and tell me how foolish his head was, which I did not at all doubt, for his actions were quite as foolish as his feelings. When he left us after these visits he would insist on having a couple of bottles to take with him. He used to tell me to tell the captain not to give the rest of the natives any, but keep it all for him. He was the only one among them that I ever saw drink rum.

We got along slowly with the beche de mer. It was getting scarce and we had frequent spells of bad weather which prevented the natives from going after it.

One day a chief brought a spy glass to Mr.

Driver to sell, which he said was found on the reef by some of the natives who were fishing. We could form no idea how it got there, other than that some vessel had been cast away somewhere in the neighborhood. It was nearly a new glass and very little bruised; consequently could not have been long there. Soon afterwards we learned from the natives that a vessel had been cast away on a reef near the Island of Thowcanrover. Capt. Kinsman immediately hired a chief to go in search of the captain and crew. A canoe was prepared and sailed for the island of Somoson. Mr. Page, clerk of the brig, accompanied the chief. On their arrival at this island they found the captain, whose name was Clark, and his mate, some of the crew, and heard of others on different islands, but could not stop to get them. We found from Capt. Clark that the lost vessel was the same schooner which we had spoken on our arrival at the Islands (the Valador).

The captain said that after leaving us he stood over for the Island of Nerg. After trading with the natives he started for Thowcanrover. When near the island he struck on a coral reef. Having lost his boats at the Navigator Islands he had nothing left but two old canoes which were lashed together and with as many as they would carry left the wreck, leaving the crew to shift for themselves. These were afterwards taken off by the natives. They succeeded in reaching the shore in the canoes, but were immediately stripped of everything they had brought with them and threatened with instant death, but were rescued by a friendly chief who heard of the wreck and went immediately to their relief, arriving just in time to save their lives. This chief was always very friendly to the whites. He had frequently told me that if he had known of the loss of the Oeno at the time he would have come and taken us all to his island and protected us. He always protected the whites from assaults and insults. But few are to be found in any country possessed of kinder feelings or more amiable qualities than this old heathen. Capt. Clark said the spy glass was his and came out of the wreck. He and his mate, Mr. Wallis, were kindly received and treated by Capt. Kinsman and his officers and furnished with clothes, of which they were nearly destitute.

It was now the 4th of July, which was cele-

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RADIO FOR FISHERMEN

Fishermen Want Government Radio Service

If the folks at Washington would only give the harvesters of the sea just a reasonable fraction of the consideration given the harvesters of the land, this country of ours would be resting on a sounder economic foundation.

As an instance of the manner in which our fisheries are slighted we call attention to the following letters.

IRVING D. BANKS
TRENTON, N. J.

February 27, 1924.

Editor Atlantic Fisherman,
100 Boylston St., Boston, Mass.

Dear Sir:—

Last May the Bureau of Fisheries, through the Navy Dept., Station N. A. A. Arlington, commenced broadcasting prices, conditions, varieties, etc. of fresh fish at the various important distributing centres.

Reception was never intelligible in this locality and after extensive investigation the Navy Dept. ascertained they had a range of only 100 miles and advised me they were installing another transmitter which should be in operation about January 1st, 1924.

The last information I have on the matter was from

the Bureau of Fisheries who advised me they were taking the matter up with the Dept. of Agriculture but it would require a number of conferences before it could be arranged.

This would be of very material assistance to the retailer (and doubtless all others concerned in the fishing industry) as it would be the only reliable and unbiased advices we can get.

As you know we are all greatly limited as to knowledge of existing supplies and conditions.

Will you boost the matter?

Yours truly,
IRVING D. BANKS.

DEPARTMENT OF COMMERCE
Bureau of Fisheries
WASHINGTON

March 6, 1924.

Subject: Radio broadcasting service.
Atlantic Fisherman, Inc.,
100 Boylston Street,
Boston, Massachusetts.

Attention Mr. A. W. Brayley.

Gentlemen:

In reply to your letter of March 3, as you are undoubtedly aware, the Bureau endeavored to maintain a radio broadcasting service for the benefit of the fish trade beginning late in 1922. This service was discontinued

Karlin & Schlosberg

Flatiron Bldg.

130-132 PORTLAND ST., BOSTON
(Near North Station)

RADIO RECEIVING SETS—COMPLETE PARTS
Boston American Super and Acme Reflex in Stock

Famous 4-Tube Copp Circuit Set

Easily mounted on board by any inexperienced person—Complete Parts, \$40

Advice gladly given by our radio experts
Send for our Call and Instruction Book—FREE

RADIO for the VESSEL and the HOME

We carry a complete line of sets and parts
8, 14 and 22 tube Super-Heterodyne

Sets a Specialty

Complete sets from \$35 to \$500
Write for Literature

H. P. HAYES & CO.

"The Latest and Best in Radio"

47 PORTLAND ST., BOSTON
(2 minutes from North Station)

Special Attention Given to Mail Orders

TOWER'S Super-Sensitive RADIO PHONES



Recognized as the
WORLD'S GREATEST HEADSET VALUE

For sale by all good dealers

We carry a complete line of radio sets and parts

Write for our radio catalog

HUB CYCLE & AUTO SUPPLY CO.

19 to 37 Portland Street, Boston

in the latter part of 1923 for the reason that the radio-grams sent out from the Arlington station in this city covered so small a radius as to be of little or no value to the industry.

Since that time the Bureau has been giving attention to the possibilities of establishing a market service which would be of real value to the industry. The Bureau is still working on this proposition but as it is still in the formative stage and the final outcome of its efforts has not been determined, it prefers not to enter into details regarding the matter at this time. One of the chief handicaps at the present time is due to lack of personnel and appropriations for such work. It is hoped, however, that during the coming year a beginning may be made which will throw additional light on the possibilities of such a service.

Very truly yours,

LEWIS RADCLIFFE

Acting Commissioner.

LR/HB

It seems that the broadcasting of fish market reports was discontinued because it was learned

that the messages could only be received within a 100-mile radius. Lacking a sufficient appropriation to provide for more powerful sending apparatus the Bureau of Fisheries has had to discontinue a potentially valuable service.

It's high time that the fisherman got a chance for at least an even break in the hazardous calling he pursues.

Common Radio Troubles

One of the commonest causes of poor results lies in poor connections. Check all connections carefully, and solder all joints, taking care that the flux used does not run between binding posts and wires.

See that the grid and plate leads do not run close together, or see that they run at as large an angle to each other as possible. Look for loose connections between binding posts on socket and

(Continued on Page 19)

BARGAINS IN SLIGHTLY USED SETS AND PARTS

An opportunity for you to purchase a good radio at much less than original cost. We specialize in the handling of all makes and grades of slightly used sets and parts to mutual advantage, and assist, as well as advise, in the lines of all necessary purchases. As a result, in less than two months we have built up a substantial business, with a large number of satisfied customers in Greater Boston and New England. Those who take the opportunity to visit our show room have a surprise in store for them.

Information gladly given by mail

King's Radio Exchange, 169 Massachusetts Ave., Boston

For BROADCAST RECEIVING SETS

On Fishermen and Yachts

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C & D RADIO LAB.

26 FAYETTE STREET, BOSTON

Beach 9116

Installations anywhere along Mass. waterfront
by Ex-Naval and Marine Radio men

News, Market Reports, Weather, Time Signals, Position Finding and Entertainment

—these are the reasons for the hundreds of radio equipt fishermen along this coast.

Eventually every fishing craft will carry a radio receiving set aboard.

PALDER'S 4-TUBE SUPER-REFLEX

the latest and most efficient

RADIO SET for FISHERMEN

Has long range and powerful volume. Easily operated. Absolutely guaranteed against mechanical defects. Low in cost.

Write for literature and name of nearest dealer.

MAIL ORDERS PROMPTLY HANDLED

See photographs in the next issue of this magazine.

PALDER'S, Park Square, (Corner Broadway & Eliot St.) BOSTON

(TERRITORY OPEN FOR DEALERS)



LOBSTER NOTES



THE SITUATION

THE bad weather of the past few weeks has weakened lobster receipts from Nova Scotia, but with prospects of less severe weather in April shipments should be heavy.

Lobsters are now selling from the boat at \$50 to \$60 per crate with the prospect of a sharp reduction if good weather sets in.

Dealers do not look for stocks in any quantity from Maine until around the first of June when the Nova Scotia season closes. The lobster pounds of Maine are practically cleaned out.

Water Temperatures and the Distribution of Lobsters

A study has recently been made by Dr. A. G. Huntsman, biologist of the Biological Board of Canada, of the distribution of lobsters in Canada.

Doctor Huntsman finds that lobsters are abundant and small lobsters, particularly fry, present in any considerable numbers only in waters with a summer temperature of 52° F., or above. From these observations and from some experiments in rearing the fry it is concluded that although adults thrive and eggs hatch fry will not develop in colder water, and that it is useless therefore to plan fry in areas where lower summer temperatures prevail. It appears that there is a good case for these contentions and that a piece of work of value beyond the area covered has been performed. In this connection it is interesting to note that at the State hatchery at Wickford, R. I., where lobsters are reared to an advanced stage, the minimum water temperature during the rearing season is 56°, and that at Boothbay, Me., the lowest average temperature at which Professor Gorham, in his experimental work for the bureau, obtained development to the fourth larval stage was 54°.

Common Radio Troubles

(Continued from Page 18)

contact springs, and between contact springs and the prongs on the base of the tube.

If sliders are used, look for corrosion or loose connections between rod and slider and between slider and wire. Pig-tail or bearing connections from movable plates of variable condensers, or from rotors of variometers or variocouplers often become defective.

Variable condenser plates may be shorted when set in certain positions, or the insulation on rotor or stator windings of variometers or variocouplers may have become worn, causing shorts when the rotors are in certain positions. Connections to switch arms often work loose, or tops to inductance may break or become shorted. Rheostat and potentiometer contact arms sometimes make poor contact. Check connections to storage battery. These often become corroded badly. Test headphones on another set, or connect to dry cell and test for open circuits.

A defective grid condenser is a common cause of poor results. Incorrect values of grid condenser and leak may cause distortion or weak signals. For best results, use a good grid condenser and use a variable grid leak, as no two tubes require the same value of leak. Make connections in grid circuit short, especially the connection between grid condenser and grid binding post. If results are not satisfactory with a grid condenser, and leak, try a C battery. This consists of from 1-3

volts negative applied to the grid. This voltage can be controlled in five steps by connecting a potentiometer across the A battery and connecting mid top to the secondary inductance in place of the regular lead from that inductance to the filament.

The correct value of B battery voltage is usually very important. Test battery for this condition of cells. Dead B batteries often cause a set to give poor results. Vary B battery voltage for best results, either in steps or by the use of a potentiometer, preferably by the latter.

Inspect ground connections carefully. Corrosion or loosening of joints often takes place here. Try other and better grounds.

Notice whether or not the aerial is grounding against objects. Check all connections and insulators for possible leakages.

Disturbing noises may be caused by defective grid condensers, loose connections, old batteries, or by objects brushing against the aerial.

Remember that the small things count, as the energy received is very small. (Courtesy Karlin & Schlosberg)

Macmillan Party Safe

That Donald B. MacMillan and his party of Arctic explorers are safe was definitely established March 27, when B. T. Joyce of West Haven, Conn., picked up the expedition, which was broadcasting on the radio the text of messages received from governors of several States.

TO THE SOUTH'ARD

Shad Fishermen Have Hope of Good Season

FOllowing an industry that is declared to be failing rapidly, and hampered because the territory is overworked, the fishermen of North Carolina have yet to lose the faith that leads them to look for a big catch each day.

Prior to the recent storms, fishing was better than during the same period of last year, according to E. R. Daniels, of Wanchese, N. C., Mr. Daniels states that the fishermen generally are looking forward to good catches until May, although the outlook for those who fish pound nets is more doubtful because of the thick water.

Big catches of the season among Wanchese fishermen are reported as follows. Pugh & Baum in one day, 400 shad; Orlando Burrus, 214; W. O. Daniels, 190. Catches of 150 were not unusual. The catches were made in what is called the "middle" of Pamlico Sound. Catches elsewhere were not so large, generally. Several Manns Harbor fishermen made catches of 40 to 100 shad. Buck shad predominate, weighing from two to four pounds, but numbers of roe shad are caught which weigh from four to five pounds, and the latter bring from 40 to 60 cents a pound wholesale.

Mr. Daniels tells of a small inlet that was cut by the recent storm across the beach where the state is preparing to cut one. Fishermen believe this inlet will cut out deep enough to permit of the passage of shad into the sounds. It may prove of considerable help to the contractors who are to cut the inlet for the state.

According to fish dealers who are passing through North Carolina upon their return from Florida, the largest run of shad in years is now evident in that state. This is considered a favorable sign, because North Carolina shad fishermen do well on the years that great numbers are reported to the south.—*Elizabeth City Independent*.

Over 25,000 Barrels Oysters Planted

According to figures recently given out the State of Florida planted during February and March more than 25,200 barrels of oysters. The work was carried on by the dredge Franklin. Plantings were as follows: 6,300 barrels on Paradise Point bar, 11,900 on Green Point bar and 7,000 on Middle bar.

Owing to freezing weather, which would have killed oysters on deck, and to some time in preparing dredges, etc., the average capacity was

cut down considerably. It was roughly estimated that the cost of planting was eight cents per barrel.

The dredge has recently been planting on Porter's bar, which provides a much shorter haul from East Hole, Platform bar and the Peanut Patch. This will cut down the average cost of planting below the estimated figure above. Porter's bar is now closed to the public for oystering for one year.

Rabenold Fishing Law Killed in Senate

The fight of the Long Island commercial fishermen led by Senator Thompson against the Rabenold bill has been a success, for the measure was killed outright on the floor of the Senate at Albany recently by a vote of 45 to 3. At first it prohibited use of all traps and nets in coastal waters, but was amended to give the Conservation Commission authority to regulate the size of net meshes and declare closed seasons. The Long Islanders mistrusted the backers of the bill after the first attempt to sweep the industry out of existence in the good name of conservation.

Grand Caillou to Have New Canning Plant

Grand Caillou, La., has caught the new spirit of development. Not to be outdone by other localities where the wheels of industry are beginning to turn, this rich agricultural section of Terrebonne Parish will soon boast of a packing plant for the canning of shrimp and vegetables, such as are now operating at Boudreaux Canal and Chauvin, and in Houma. Like Montegut, Grand Caillou is going to take advantage of the great supply of sea food that can be obtained in limitless quantities only a few miles away and is going to pack them and put them on the market.

A packing and canning plant is soon to go up owned by Mr. Emile Lepeyre and Mr. Claude P. Boudreaux, who have made a study of the business, and are keenly alive to the possibilities which the sea food products of that section have opened up.

Houma Oyster Industry Shows Increase

The American Express agent at Houma, La., has shown by comparative figures that the oyster business has made heavy gains over last season's shipments. The increase in shipments over last year has been between 1,000 and 1,200 a month.

NEWS OF THE BOATYARDS

CAMDEN ANCHOR-ROCKLAND MACHINE COMPANY

Camden, Maine

Besides the usual spring fitting and engine installations, this concern has a number of construction orders on hand. Among them are the following:

Boat No. 1—Name, Margaret; started, January; now in water; type, raised deck for fishing; building for Earl Mayo, Nantucket, Mass.; designed by C. A.-R. M. Co.; length, 40'; beam, 26' 27"; beam, 7'; draft, 3'; estimated speed, 10 m.p.h.; engine, 12 h.p. Knox 4-cycle; propeller, Knox.

Boat No. 2—Name, Blue Moon; started, January; finish, April; type, schooner; building for Mrs. Marie T. Garland, Buzzard's Bay, Mass.; designer, William H. Hand, Jr.; length, 106'; beam, 22' 6"; draft, 12' 6"; engine, 90 h.p. Atlas oil; propeller, Hyde. This boat is built on fisherman's lines and is of extremely heavy construction. It is reported that she will cruise around the world on her maiden trip.

Boat No. 3—Unnamed; will start, April; finish, about June; type, open launch; building for Arthur W. Locke, 96 Round Hill, Northampton, Mass.; designed by C. A.-R. M. Co.; length, 26' 7"; beam, 7'; draft, 3'; estimated speed, 10 m.p.h.; engine 12 h.p. Knox 4-cycle; propeller, Knox.

This concern will also start building next month two 18-foot, Class O, Alden Knockabouts—the same type as they built last year for the Northeast Harbor, Maine, fleet. These two new boats are going to East Bluehill but will enter the Northeast Harbor races. One of the boats is for Dean H. Holden and the other is for F. B. Richards of Cleveland, Ohio. Both boats are to be 18' 2" over all; 15' 5" water line; 6' 2" beam, 1' draft; Marconi rigged; 550 pounds inside lead ballast; to be delivered in June.

CAPE COD SHIP BUILDING CORPORATION

Wareham, Mass.

This concern is engaged in the building of small standardized boats of which they have orders on hand for about three hundred. The various types included in these orders are 20-foot special dory launches, 18-foot Cape Cod Baby Knockabouts, 17-foot sailing dories, and 14-foot decked sailing skiffs—all designed by C. S. Gurney.

They are also building twenty-five "Mighty Mites" (cat boats'), 14' long, designed by Winslow.

BAKER'S YACHT BASIN

Quincy Point, Mass.

The usual spring rush of work is on at this popular yard. They are building seven 18-foot and one 23-foot sailboats from the designs of John Alden. This lot will be ready for delivery very soon.

This concern is also putting a new cabin on the Bonita, a 110-foot sub-

In this new department it is our purpose to publish regularly news of the activities of the ship and boatyards of the Atlantic.

Items in this department are published without charge. Send them in.

chaser, owned by Robert Windsor of Boston. A 20-30 h.p. Buffalo engine is being put aboard schooner Radiant, owned by Mr. Frazer of Boston. The Dorothy Bradford is having installed a Morse oil burner. The 75-foot Marionette, owned by Joseph Wilcott of Boston, is receiving a general overhauling.

FRED M. LADD

Quincy, Mass.

The work at this yard consists of general repairs and overhauling of several small craft, and the rebuilding of the 28-footer Haroilde owned by Milton Hoopman of Boston. She will take a new engine, make not decided on.

Mr. Ladd and his assistant, Henry Bumpus, are thinking of selling out and removing to New Bedford to open up a larger plant.

BARR SOUTHER & CO.

Quincy, Mass.

This concern is planning to build standard row boats in three sizes, and also a stock 18-foot runabout. They are at present agents for the New Jersey Motor and will take agency for some outboard motor but are undecided as to which one.

WILLIAM FROST

Beals, Maine

The shops of William Frost are working full capacity, and have been practically all winter. Among the orders on hand are six fishing boats ranging from 35' to 40'.

Boat No. 1—Unnamed; started, Feb. 10; finish, March 14; type, Jonesport model for fishing; building for Norman Bridges, Corea, Me.; designer, William Frost; length, 35'; beam, 8'; draft, 30"; speed, 9 m.p.h.; engine, 7½ h.p. Mianus; propeller, Columbian.

Boat No. 2—Unnamed; started, Mar. 10; finish, April 10; type, Jonesport model for fishing; building for Elmer Witham, Rockland, Me.; designer, William Frost; length, 34'; beam, 7' 7"; draft, 28"; estimated speed, 16 m.p.h.; engine, 28-36 h.p. Redwing 4-cycle; propeller, Columbian.

Boat No. 3—Unnamed; will start, April 1; finish, June 1; type, Jonesport model for cruising and fishing; building for Dr. Joseph A. Blake, New York City; designer, William Frost; length, 40'; beam, 8' 6"; draft, 32"; estimated speed, 20 m.p.h.; engine, 65-100 h.p.

Scripps 4-cycle; propeller, Columbian. Boat No. 4—Unnamed; will start, April 10; finish, about June 1; type, Jonesport model for fishing; building for Frank M. Reynolds, Addison, Me.; length, 36'; beam, 8'; estimated speed, 20 m.p.h.; engine, 45 h.p. Packard; propeller, Columbian.

Boat No. 5—Is another 35-footer for Otis L. Thompson, Monhegan, Me., to be started June 1 and finished by July 1. She will be powered with a 28-36 h.p. Redwing.

Boat No. 6—Is a 34-footer for George M. Cook, Monhegan, Me., which is on order.

RICH BROTHERS

Bernard, Maine

A 31-foot lobster fishing boat, to be completed about April 1, and another 28-footer of the same type, to be started about April 1, are the orders in hand of Rich Brothers. Mr. Frank P. Rich of this concern is the originator of the popular model known as the Bass Harbor fishing boat.

Boat No. 1—Name, Ethel H.; will be finished April 1; type, square stern lobster fishing boat; building for William Seavey, Jr.; Prospect Harbor, Me.; designer, Frank P. Rich; length, 31'; beam, 9'; draft, 2' 9"; estimated speed, 8 m.p.h.; engine, 16 h.p. International, 4-cycle.

Boat No. 2—Unnamed; will start to build April 1; finish, about June 1; type, square stern lobster fishing boat; building for Forrest Noonan, Prospect Harbor, Maine; designer, Frank P. Rich; length, 28'; beam, 7' 6"; draft, 2' 6"; engine, not selected.

WOOD & CHUTE SHIPYARD & MACHINE CO.

Greenport, N. Y.

Wood & Chute report that they have two boats under construction: one a 26-foot seine boat for Chesebro Brothers & Robbins of Fulton Market, New York City, and the other a 33-footer for the Wilcox Fertilizer Co. of Mystic, Conn. These two jobs will probably be finished about May 1st.

RUSSELL GRAY

Thomaston, Maine

At present there are five "Gray Boats" under construction at the Thomaston yards of Russell Gray.

Boat No. 1—Name, Rumpus; started, Dec. 1, 1923; finish, about May 15; type, 50' schooner yacht; building for B. T. Dobson; designer, Dobson, length, 50'; beam, 12'; draft, 6' 6"; estimated speed under power, 7 m.p.h.; engine, 15-40 h.p. Scripps F4; propeller, Hyde.

Boat No. 2—Unnamed; started, Jan. 1; finish, June 15; type, cabin cruiser; cruiser; building for Edwin S. Gardner; designer, Gray Boats; length, 28'; beam, 8' 8"; draft, 2' 8"; under 5 tons; speed, 10-12 m.p.h.; engine, 14-23 h.p. Fay & Bowen LN41; propeller, Hyde.

Boat No. 3—Unnamed; started, Mar. 1; finish, June 15; type, cabin cruiser;

building for Dr. H. B. Baruch; designer, Dobson, length, 36'; beam, 9'; draft, 2' 6"; 5 tons; estimated speed, 15-17 m.p.h.; engines, 32-60 h.p. Twin Wisconsin; propellers, Hyde.

Boats Nos. 4 and 5—28-footers of stock design, like No. 2, for early summer delivery.

REED-COOK MARINE CONSTRUCTION CO.

Boothbay Harbor, Maine

Among the boats building at the above yard are three auxiliary craft ranging from thirty to sixty-seven feet.

Boat No. 1—Unnamed; started, December; finish, April; type, auxiliary schooner yacht; building for Lawrence Grinnell, New Bedford, Mass.; designer William H. Hand, Jr.; length, 67' 3"; beam, 15' 8"; draft, 9"; engine, 60 h.p. Sterling; propeller, Hyde.

Boat No. 2—Unnamed; started, Jan.; finish, April; type, limousine motor boat; building for Dr. E. M. Lippincott, North Harpswell, Me.; designer, Fred M. Cook; length, 35'; beam, 8'; draft, 2' 6"; estimated speed, 20 m.p.h.; engine, 100 h.p. Scripps 6-cyl.; propeller, Hyde.

Boat No. 3—Unnamed; started, Feb.; finish, June; type, auxiliary sloop yacht; building for Prof. Slocumb, Middletown, Conn.; designer, William H. Hand, Jr.; length, 30' 3"; beam, 10' 10"; draft, 4'; engine, 20 h.p. Frisbie 2-cyl.; propeller, Hyde.

CHARLES A. ANDERSON

Wareham, Mass.

Charles Anderson is busy on a 32-foot lobster fishing boat and will begin on a 26-footer of the same type about April 1.

Boat No. 1—Unnamed; started, Jan. 15; finish, April 15; type, raised deck for lobster fishing; building for Captain Carl J. Vigfors, New Bedford, Mass.; designer, Charles Anderson; length, 32'; beam, 10' 6"; draft, 3' 9"; estimated speed, 9 m.p.h.; engine, 28 h.p. J. W. Lathrop, propeller, Hyde.

Boat No. 2—Unnamed; work to start April 1; finish, about May 31; type, raised deck for lobster fishing; building for Captain Walter Nickerson, Falmouth, Mass.; designer, Charles Anderson; length, 26'; beam, 10'; draft, 3' 2"; estimated speed, 7 m.p.h.; engine, 16 h.p. J. W. Lathrop, propeller, Hyde.

Hathaway Hoists, made by Hathaway Machinery Co., will be installed on both these boats.

FALMOUTH MARINE RAILWAYS

Falmouth, Mass.

This concern has 26 craft of all sizes in storage for spring fitting. At present there is considerable transient work such as hauling, repairing, engine installation, painting, etc. In a short time it is expected that the yard will be humming with work on vessels of the Nantucket fishing fleet.

CHARLES F. FERGUSON

Groton, Conn.

This yard is building a 36' fisherman design for W. B. Duryea, 420 Park Ave., New York City. She has a 10' 6" beam and a draft of 3' 8". Beds are laid for a 40 h.p. motor, probably a Lathrop. They expect to have her ready about April 1. She is of unusually heavy construction.

EDWARD FELL JARDINE CO., INC.

Atlantic City, N. J.

One of the busiest places along the coast is the Jardine yards and shops at Atlantic City where, besides the usual spring fitting and repair work, scores of boats are under construction or on order. Among the orders for early delivery are fifteen lifeboats, 17' by 4' 8"; for various cities, and about fifty small tenders and outboard boats. Three stock 20' x 5' runabouts are underway. On January 23 this concern launched a 50-foot express cruiser powered with two 125-150 H. P. Stearns engines which made 23 m.p.h. She was designed by E. Lockwood Haggas.

Among the boats under construction are:

Boat No. 1—Unnamed; started Dec. 6; finish, March 25; power boat; building for A. K. White, Atlantic City, N. J.; designed by Haggas; length, 26'; beam, 7' 4"; draft, 2'; estimated speed, 40-45 m.p.h.; engine, 300 H. P. Fiat; propeller, Columbian.

Boat No. 2—Unnamed; started, Jan. 2; finish, March 20; type, cabin skiff; building for John Brown, Atlantic City; designed by Haggas; length, 32'; beam, 9'; draft, 28"; estimated speed, 30-35 m.p.h.; engine, 300 H. P. Fiat; propeller, Columbian.

Boat No. 3—Unnamed; started, February 1; finish May 1. Like Boat No. 1.

The Jardine Company are well equipped for all kinds of repair work. They have the largest railway and the largest crane in Atlantic City.

GOUDY & STEVENS

East Boothbay, Maine

A 50-footer, designed for fishing parties, is being built by this concern. Name, J. Douglas; started, January 10; finish, May 28; type, motor boat for fishing parties; building for Messrs. Thompson and Etheridge, South Bristol, Maine; designed by Goudy & Stevens; length, 50'; beam, 13' 6"; draft, 4' 3"; estimated speed, 10 m.p.h.; engine, 40 h.p. Sterling; propeller, Hyde, 34x34.

WILBUR A. MORSE

Friendship, Maine.

Among the crafts under construction at the yards of the above concern are:

Boat No. 1—Unnamed; started, February 10; finish, July 1; type, schooner for dredge fishing; building for Captain Daniel F. Mullins, New Bedford, Mass.; designer, Wilbur A. Morse; length, 91'; beam, 20'; draft, 9'; estimated speed, 12 knots; engine, 100 H. P. Fairbanks-Morse "C-O"; propeller, Hyde.

Boat No. 2—Name, Blue Heron; started, January 1; launched, March 17, type, power boat for fishing; building for Mr. Waite, South Dartmouth, Mass.; length, 49'; estimated speed, 10 knots; engine, 35 H. P. Palmer, 4-cycle; propeller, Hyde.

The United Sail Loft of Gloucester, who has made sails for practically all the leading schooners of the American North Atlantic fishing fleet, is looking forward to a busy season. A short time ago the sails for schooner Radio were completed by this concern. Work will begin soon on the fitting out of the 92-foot Argyle now building at the Story yard, Essex.

BEACH HAVEN BOAT WORKS

Beach Haven, N. J.

Three 32-foot boats of the same model are about ready for delivery at the yards of this concern. Two of them were due to be launched March 20 and the third April 1. They are bank skiffs for fishing and are building for Surf City Fishery, Ship Bottom, N. J.; St. Albin Fish Co., Beach Haven, N. J.; and Ship Bottom Fishery, Ship Bottom, N. J. The design is by the Beach Haven Boat Works. The dimensions are: length, 32'; beam, 10'; draft, 2'. These boats will be powered with 14-20 H. P. Hartford 2 cycle engines, giving them a speed of 7 knots. The propellers will be Columbian.

ARTHUR D. STORY

Essex, Mass.

Among the vessels under construction at this famous yard are:

Boat No. 1—Name, Argyle; work started, November; finish, April; type, auxiliary yacht; building for Lamont Dominich, New York City; designed by Burgess, Swasey & Paine; length, 92'; beams, 17'; engine, 40 H. P. Sterling gas.

Boat No. 2—Unnamed; started, December; police boat building for State of Massachusetts; designed by Gordon Munroe; length, 72'; engine, 225 H. P. Atlas Imperial oil.

Boat No. 3—Name, Emerald; started, January; fishing schooner building for O'Hara Brothers, Boston, Mass.; length, 122'; 125 gross tons; engine, 125 H. P. Atlas Imperial oil.

D. A. WHITMORE

North Haven, Maine.

The shops of this concern have two fishing craft under construction.

Boat No. 1—Name, Goldie Elaine; started, January; finish, April 1; type, motor boat for fishing; building for Frank Barton, Isle au Haut, Maine; designer, D. A. Whitmore; length, 26'; beam, 7'; draft, 2'; estimates speed, 11 to 12 m.p.h.; engine, 12 h.p. Knox, 4-cycle.

Boat No. 2—Unnamed; started, March 1; finish, May; type, motor boat for fishing; building for Parker Ladd, Camden, Maine; designer, A. V. Sawyer; length, 30'; beam, 8'; draft, 3'; engine, Gray 4-cycle.

They have also recently completed a 14-foot North Haven Yacht Club dinghy, designed by John G. Alden, which is for sale.

CHARLES BUTTSON

Groton, Conn.

A 34-footer for lobstering and flounder dragging is being built at this yard for W. A. Benjamin of Montauk, L. I., and will be ready about May 10. She has an 11 foot beam, five foot draft and will take a 24-28 H. P. Palmer engine. A Hathaway clutch and hauling gear will be installed. Boats built by Buttson are featured with inside keelson locked on over frames forming a back rabbit.

United Fisheries Co., Gloucester, have under construction at the yards of J. F. James & Son, Essex, Mass., a 107-foot fishing schooner for Capt. John Williams.



Poor Injun Has Laugh on Sheriff

By the shores of Gitchie Gummee, by the shining Big Sea Water, lives the warrior, Walter Jarod, lives the noble Gad Head chieftain. Once his fathers owned the country, owned the dunes and owned the forest, owned the moorland and the fenland by the Shining Big Sea Water.

But they were not real estaters, did not own the summer cottage, did not keep the wealthy wampum for their son who followed after. It got Walter absolutely, got him absolutely nothing. Where his fathers ranged as hunters, Walter ranged and also hunted. But his hunt was no so happy, for it was a job he hunted.

That is why he took to fishing, why he sought the wily bivalve, sought the clam and sought the quahaug in the bay they call The Buzzard's; in the thriving town of Dartmouth. While he scraped the pebbly seashore, manicured the sandy bottom of the Shining Big Sea Water, the durned sheriff up and pinched him: pinched him with three other fishers; with Earl Waite of Vineyard Haven and with Seraphino Nunez and with sturdy Louis Sylvia. Pinched 'em, took 'em to the courthouse, to the Bristol county courthouse, there to tell the judge the reason why they snared the wily quahaug.

And when they got there the judge fined Waite and Nunez and Sylvia \$15 for violating the regulations in Dartmouth waters, but up spake Henry

E. Woodward, attorney for Jarod, and said there was a special statute which allowed any full-blooded Indian to take shellfish from the seaside without molestation from the authorities. Jarod was discharged.

Well, the chieftain, Walter Jarod, hasn't got his father's moorland; hasn't got his father's fenland, with the game that's good for hunting. And he doesn't play at tennis—nor at golf nor yet at Mah Jongg. So let's not make game of Walter, for he owns the juicy bivalve, owns the clam and owns the oyster, has the freedom of the ocean. Walter is no wooden Indian.—Boston Herald.

By error our February number was issued as Volume IV, Number 13. As we begin a new volume with every twelve issues, the February Fisherman should have been designated as the first number of Volume V. The March issue is Volume V, Number 2.

BOATS-YACHTS

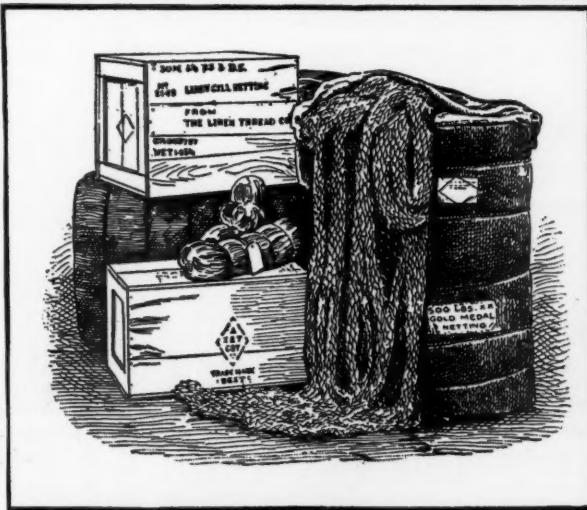
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CHRONOMETER WANTED

Want to buy an English chronometer in good running condition, preferably a Frodsham. State make and price. Address C. C. Markham, Guilford, Conn.

57-FOOTER FOR SALE

L. W. L. 50 feet; beam 14 feet 6 inches. 60 H. P. Bridgeport Motor. Electric lights and electric self starter. Address B. H.

WANTS CENTER-BOARD KNOCK-ABOUT

25 feet overall; no house or cabin; engine not essential; might consider larger vessel. Address A. K.

15 H. P. ENGINE FOR SALE

\$125 buys a 15 H. P., 2-cycle marine engine with magneto and reverse gear. All in good condition. Address: L. F.

ENGINE FOR SALE

Palmer engine, 4 cycle, 4 cylinder, 45-50 H. P.; reverse gear and magneto; type N K 4. Thoroughly rebuilt and guaranteed. Price \$1200. Address L. E.

AN ENGINE BARGAIN

24 H. P. 2-cycle Lathrop gasoline engine; uses very little fuel; recently overhauled; in A1 condition. Price \$275. Address B. R.

ENGINE FOR SALE

7 H. P. 2-cycle Lathrop gasoline engine, with one way clutch. Used very little. Perfect condition. 20x26 Hyde wheel. Price \$125.00. Address L. G.

FOR SALE

New STEEL STEAM TRAWLER 152 ft. Overall, 24 ft. Beam, 15 $\frac{1}{2}$ ft. depth of Hold. Equipped with a 550 H. P. Triple Expansion Engine, Two Scotch Boilers, 180 pounds working steam pressure.

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26-FOOTER FOR SALE

Eldredge built; sound and tight beam trawl and lobster fishing R. D. boat; fish well; Frisbie 10 H. P. 4-cycle with hoist; Paragon reverse gear. All in best condition. Bargain at \$600 for quick sale. Seen at Greenport, N. Y. Address B. N.

16 H. P. LATHROP

Lathrop, 4 cycle, 2 cylinder, 16 H. P. engine for sale. Reverse gear and magneto. Thoroughly rebuilt and guaranteed. Price \$325. Address L. D.

FOR SALE

100 H. P. Fairbanks Morse C. O. oil engine, new oiling system attached, in first class condition almost like new; including generator, storage battery and cutout, extra fuel pump for day tank. Can be seen at Paul Bordt's Machine Shop, Poole's Lane, Sheepscott Bay, Brooklyn, N. Y.

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38-footer, 9 to 10-foot beam, deck boat, with pilot house, hunting cabin, 16 H. P. Lothrop, perfect condition, \$600. Used very little. Address B. O.

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35 to 40 foot flush deck boat suitable for trap fishing work. Must be tight. With or without engine. Address L. H.

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1 Automatic Water Plant complete with 70 gallon tank and motor to operate from 32 volt light system. Capacity, 100 G. P. H. Absolutely new. Price \$85. Address L. C.

THREE-MASTED SCHOONER

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FLUSH DECK POWER BOAT

Want a 28 to 32-foot flush deck power boat for fishing with 14 to 20 H. P. medium to heavy duty gasoline engine; light draft of 3 feet or less. Want power enough to handle 33-foot seine boat and seine. Address A. J.

SLOOP FOR SALE

49 $\frac{1}{2}$ feet long; 14 $\frac{1}{2}$ feet beam; 5 feet draft. 36 H. P. engine with hoist and good set of sails. Sloop 5 years old and in first class condition. Good living quarters with six berths. Will carry 12 tons of ice. Price \$2800. Address B. P.

77-FOOTER FOR SALE

Fine fishing vessel; 8 new dories; two suits of sails; 8 strings of trawls; 60 H. P. Murray & Tregurtha engine; carries 30 tons of ice. Engine has just been overhauled. Everything in excellent condition. Selling price, \$5000. Address B. S.

REMODELED CAT RIG

Copper fastened 31-footer for sale. 31 feet long and 12-foot beam, draft 3 feet. Cat rigged, sound and tight. Address B. J.

50-FOOTER WANTED

Would like to buy a good all-round fishing boat of about 50 feet. Address L. I.

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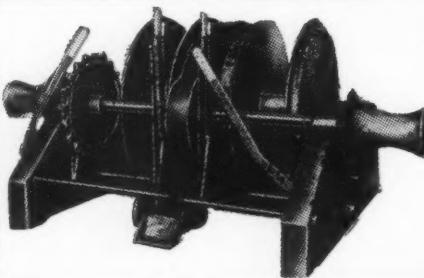
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HATHAWAY MACHINERY COMPANY

New Bedford, Mass.

Race Between Dorothea and Costa

(Continued from Page 10)

tling about getting the light sails in stops ready to break out later. Captain Marion Perry of Provincetown, skipper of the Dorothea, was not in evidence on her quarterdeck, and it was seen that he had secured the services of Captain John Watson of Duxbury, nephew of the well known yachtsman, Nate Watson, master of the famous schooner yacht Constellation. His racing experience was more of an asset to the Dorothea than her own speed, as was amply proven before the day had passed, and right at the start he made a move that practically offset the greater footing ability of the Costa, for he berthed the Dorothea in weather position and had a smashing good move on when she crossed. On board the Costa, handled by Captain Manuel Costa himself, we found ourselves a quarter of a mile from the line headed in the opposite direction with only a minute to go. It was a fatal error, but did not seem to affect the skipper, who averred there was plenty of time.

So at the very start the Costa got under way under a serious handicap, for she was up against a remarkably fast and able vessel, under a shrewd and capable master hand, beside being smaller and considerably shorter on the waterline. It seemed to me she could never catch the flying Dorothea, but I was mistaken, for she did that and did it handily. However, just as we got into striking distance of the Dorothea, we parted our balloon sheet in the strengthening breeze, and lost considerable of the hard earned ground she had gained. The Dorothea was going like a scared cat, rounding the first mark at Davis Ledge one minute and fifty-one seconds ahead, which shows we were outsailing her handily, for at the start we were nearly four minutes astern and lost a couple of minutes more by parting the balloon. Sheets were slackened off and we tore after her, both skippers sailing to eastward of their course, which lay to Eastern Point whistler off Gloucester. With everything drawing the wind began to let out a few notches, blowing about twenty to twenty-five knots at that time, and we began to walk into the Dorothea, being nearly abreast of her three miles beyond the first mark at Davis Ledge, and to windward at that.

At this point it was plain to be seen that the Costa had the measure of the Dorothea. Coming

from behind, she had overtaken the crack had-docker and was on her weather quarter, in a commanding position and with conditions all in her favor, for the Dorothea needed far more wind to show her best paces. Well satisfied with what he had done, Captain Costa went below for a few minutes to mug up, turning the wheel over to another while he was below. The shrewd sailing master to leeward quickly saw the change and immediately luffed the Dorothea; just a little at first, then more and more when he noticed the helmsman aboard the Costa did not follow his move. As he drew high into our course he luffed sharply and went to weather, our helmsman standing there in a trance and never shifting a spoke. Standing close by him at the time I know exactly what I am talking about. That's the way the Dorothea got to weather and that's how easy it was for her to do it. Had Captain Costa been at the wheel she never would have got clear from our lee. When he returned on deck it was too late.

Close in her wake, as we neared the whistler at Eastern Point the Dorothea backwinded us and turned the mark in a freshening breeze but thirty-five seconds ahead. The Dorothea had a large crew, and her decks swarmed with men as she rounded, all hands tailing on the main sheet to flatten it in smartly as she headed into the wind. Heeling over under the pressure as her tremendous mainsail filled, the terrific strain carried away the foretopmast and it snapped off and went to leeward, taking the big balloon and a tangle of rigging which bore down like a broken wing. In an instant her forerigging was alive with men who worked like mad to clear away the wreckage before the staysail and foresail were damaged, and with a cheer the Costa's crew strained every nerve to flatten in her enormous mainsail and trim flat on the wind to cut down the Dorothea's lead.

The Dorothea's topmast would not have gone by the board had the crew set up the preventer backstay, but all hands were on the main sheet and the backstay was neglected, as I observed carefully at the time. The course now was to the finish at Thieves Ledge, closehauled on the wind, and as we had so handily outsailed the Dorothea before, it looked as though it was time for us to go. It was, but we couldn't do it, for relieved of her balloon the Dorothea went far better than she had with it. So would the Costa if ours had been taken in, but we kept it on, and continually lost by that

move. The wind hauled slightly to the westward, which helped us a bit, and we were soon in position to nail the finish line with a bit of margin to spare, but had to sail pretty close up to do it.

The leeward end of the finish line was marked by a dory with a red flag, and as we kept sagging down a bit from our course, which was entirely unnecessary as we could easily point higher, it became more and more evident we would be unable to make it unless she was kept higher up. Pointing out the mark to Captain Costa, I was surprised to learn that he had been steering for a red can buoy which he thought was the finish, to *leeward* of the dory which marked the actual finish line. He had not seen the correct flag, but made to leeward of his course unintentionally. The clever Watson, seeing our predicament, pinched the Dorothea until her sails screamed for wind, just shaving inside the dory so closely that had his bow wave not tossed the dory aside the Dorothea would have fouled the mark. The Costa was thirty yards to leeward of the finish line, and had to make a hitch to make it. And that's how the Rose Dorothea won from the Jessie Costa, because her faithful old skipper's eyes were dimmed by the years he had spent on the banks; fighting the pitiless fog, the storms, the sleet, the snow, and the dreaded sands of Georges Shoals.

Fishing Notes From Maine

(Continued from Page 15)

Stonington this week brought in some good catches of cod and the fish were full of small herring.

James G. Jenkins of Stonington is about to build a weir near Merchants Island in Isle au Haut Bay.

Several large fares of fish have been taken into Portland. The Burnham and Morrill Company there are canning large quantities of fish. The trawler Coot landed 150,000 pounds of mixed fish there recently.

Damariscotta has had great ice-fishing this winter.

The Snow Marine Company of Rockland bought the wrecked steamer Governor Bodwell as she lay on the Spindle Ledge in Burntcoat Harbor, Swan's Island. With the steam-lighter Sophia, a tug and the auxiliary schooner Perfect, they slung her under the lighter and worked her up the harbor under water to the shoals. There they beached her, pumped her out and took the hull to Rockland to the marine railway. The timbers of the old steamer, which has faithfully served the fishermen of the islands of Penobscot Bay for thirty-two years, are reported to be as sound as when new. It is planned to rebuild the vessel, and maybe she will again be carrying the mails

and rope and twine and other supplies for the fishermen of Atlantic.

Fox Islands thorofare, having been closed by ice, is again open to navigation. Ice still covers most of Mackerel Cove.

In the Eastern River, near Dresden, and other places nearby, the smelt fishermen, in their little shanties scattered over the ice, have been reaping a rich harvest. The smelt are caught with hook and line baited with small pieces of tomcod. The hook is lowered through a hole cut in the ice, which serves as a floor for the fishing camps. Considerable quantities of the desirable little fish have been shipped to Boston. Some of the fishermen of the islands of Merchants Row in Isle au Haut Bay have been shipping quantities of smelt to New York markets.

Lobsters are not moving much at present. The fishermen who have kept a string of traps in commission through the winter, hauling when ice and weather permitted, have made but moderate wages. For the most part the lobsters have been small counts, very few running over three pounds in weight. A Long Island fisherman with seventy-five traps, at the end of his haul the other day had sixty-five pounds, all small counts with the exception of one six-pounder. The present local price is thirty-five cents.

While the wintry gales and ice-locked harbors have kept the fishermen from their boats on the old Atlantic, at Atlantic, Maine, the lobstermen have not been idle. When not engaged in getting out a year's supply of wood for the family, they have been knitting trapheads and bait pockets. At present they have a goodly supply on hand for the coming season.

Halibut Ledge Bell Buoy is still upside down and is not watching properly. As a result the navigator has nothing to run for in thick weather after leaving Bold Island. The buoy should be reset promptly, as at present it is a menace to navigation, and seriously delays the fishermen's mail.

With the arrival of herring on this coast the bait supply for the fishermen is easier than it has been for a long time. A man from Eastport just offered to bring a large supply and deliver in the harbor at \$3.00 per barrel. Last year at this time it was \$2.00 per bushel.

Ralph K. Barter is going to rebuild his weir at Northwest Harbor, Deer Isle.

F. F. Morse is getting out weir stuff preparatory to building a weir near Irish Point.

Captain Llewellyn Joyce has returned to Swan's Island after a winter on the mainland, and is getting ready to resume lobstering when Mackerel Cove is free from ice.



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The above engine is complete with reverse gear, shaft, and propeller.	
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BYRON N. SELLERS, INC.
111 Haverhill Street Boston, Mass.

Our Washington Letter

(Continued from Page 14)

so-called scandals affect in the slightest degree the underlying principles or policies of the Republican party. The leaders and the rank and file in that party insist that all the guilty should be punished; but all should have their "day in court."

The time of Congress is largely taken up with investigations. There are six of them going on. The latest is the House investigation of the United States Shipping Board, going back to 1917 when the United States entered the world war. Government construction and operation of ships up to 1920, cost the people about \$3,000,000,000; and since 1920 has cost the people about \$50,000,000 every year. The problem, what to do with the American Merchant Marine, is still unsolved.

In this connection, it is interesting to learn that American shipping interests are very much exercised over the wording of the new proposed treaty with Germany. As given to the Senate Committee on Foreign Affairs by the State Department, the United States would be forever debarred from imposing any discriminating tariff or duties of any sort, to promote an American Merchant Marine. Shipping interests have succeeded in having these provisions eliminated from the treaty. There is a national organization determined, if possible, to revive the old policy of a discriminating tariff, that was so successful in building up a merchant marine in the early days.

The two factions in Congress are struggling over the new tax bill. The House passed a compromise bill dictated largely by the Democrats and Progressives. The President and Secretary of the Treasury both cling to the hope that the Senate will restore the provisions of the so-called Mellon bill, with a reduction of surtaxes to 25 per cent. If this is done in the Senate, there will be another merry war between the two houses. If the Senate Democratic-Progressive combine forces through

the House bill, the question is: What will President Coolidge do?

Closely allied to the tax reduction bill is the soldiers' bonus bill. There are thirteen different soldiers' adjusted compensation bills before the House Ways and Means Committee. While the exact form of the bill to be reported is in doubt, it is certain the House will pass a bonus bill of some sort. In all probability the Senate will do likewise. What will the President do?

There is no end of political talk as to the probable nominees of the two leading parties. Of course it is all speculation now. Obviously President Coolidge has the inside track in the Republican race.

The Democrats are much worse off than the Republicans in the matter of candidates. Gossip here thinks that McAdoo and "Jim" Reed are killing each other off. Governor Smith of New York is in the wrong ecclesiastical pew, they say. Senator Ralston of Indiana is a likely dark horse, it is said. But the favorite horse in the paddocks is Senator Copeland of New York, a former Michigan Republican, converted to Hylan Democracy in New York City, and an accidental United States Senator.

Long Island Fishing Notes

The scallop season in the vicinity of Greenport, L. I., has been a poor one, owing to the quantities of "bugs" taken by the fishermen last year.

Fishing has also been poor which condition is attributed to the use of one-inch mesh nets instead of at least 2½ inch mesh. Many millions of small fish would not be caught to be thrown back dead if the legal size of mesh were increased to 2½ inches. During the season the waters are dotted everywhere with small dead fish, which have been thrown out of the nets.

There are no blackfish in the Bay. According to some fishermen the falling off of this variety is due to the operations of the oyster dredges and the otter trawl boats which scrape the beds and kill off the spawn. They believe that otter trawlers should be kept off the fishing grounds from May 1st to September 1st.

CHARLES STEELE, *Pres.*JOSEPH LANGFORD, *Treas.*BEN PINE, *Gen. Mgr.*

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37 ROGERS STREET



HARDWARE
PAINTS and OILS

GLOUCESTER, MASS.

Wrecked on the Feejees

(Continued from Page 16)

brated on board our brig by firing big guns and small arms, to the great amusement of the king and natives. They were perfectly astonished at the distance the shot went from the big guns, but did not at all like the noise they made. One day the king, seeing some paint about decks, requested me to ask the captain to give him enough to paint his canoe. He said it would make her look like a vessel. I told the captain if he would give him the paint I would go on shore and put it on for him, which I did, much to his satisfaction. When finished I told him to have a fence built round her to keep the hogs and natives from her, and not to touch her for a week by which time she would be

fit to use, all which instructions he strictly followed, and was extremely proud of her, saying there was not another canoe among the islands so handsome.

This old chief was very anxious to buy my fowling piece, but as there was no trading allowed except for the brig I put him off from time to time, but he would not give it up. I finally told him he should have it for the shell of three large tortoises. He went off in pursuit of the shells, which he brought in the evening and took the gun highly pleased with his bargain. The gun having four barrels he thought he should be superior to the other chiefs if he had such an uncommon piece of property.

(To be Continued)

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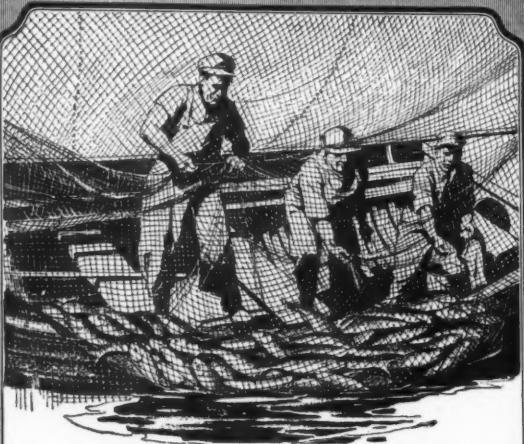
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Send for Booklets—“HOW TO MAKE YOUR BOAT LEAKPROOF,” and “MARINE GLUE—WHAT TO USE AND HOW TO USE IT.” Any old boat so long as the frames are in fair condition can be made water tight by following the instructions in the above booklets. This applies to anything that floats from a dory to a schooner. Put your leak troubles up to us. We will help you to stop them.

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Kopper Kured Manila has proved its value to Fishermen during the last year.

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"Marine Products of Commerce" is a book well worth having!

It tells all about the various fisheries and fishery industries, and tells it in a simple, practical—but non-technical—way. It is chock full of carefully-selected pictures—pictures that illustrate accurately the various methods of fishing, curing, manufacture, and so on, and the equipment used. It contains all the worth-while statistics of the industry, and a digest of the more important scientific data.

Altogether "Marine Products of Commerce" is the completest volume on our marine products that has ever been compiled. It might almost be termed an encyclopedia of our fisheries.

As a rule we would not recommend the purchase of a nine-dollar book to our readers, but this volume would be worth nine dollars of any fisherman's money. Such a purchase would be a sound business investment—an investment bound to show a profitable return.

"Marine Products of Commerce," by Donald K. Tressler, Ph. D., is published by The Chemical Catalog Co., New York.

NOTE: Readers may order "Marine Products of Commerce" through the Atlantic Fisherman Book Department. Price, \$9.00. (See advertisement on Page 34.)

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Under a ruling by the Assistant Secretary of the Treasury, dated January 30, 1924, sea herring to which a little salt has been added at time of capture to preserve the fish in their natural condition during transportation are duty free under paragraph 1656 of the tariff act of 1922. This ruling is of especial interest to sardine canners in Maine, who obtain about 60 per cent of their supply of fresh fish from Canadian waters.

The cradle collapsed when the fishing schooner Native was leaving the ways of the Nantucket Boat Works, throwing the vessel over on her port side, in the water.

The schooner, which is the first to be built on Nantucket since 1852, was given her name by Priscilla Coleman, 10, great-granddaughter of Capt. Henry Coleman, one of Nantucket's famous whaling masters.

The schooner is 60 feet long and 17 feet beam. It will be commanded by Howard A. Chase, who was the last man to leave the destroyer Jacob Jones when sunk by a German submarine.

The rough weather of the second week of March caused much damage to the gill netters of Gloucester. Many report their nets badly torn, and twine chafed by the action of the seas.

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ISLAND COTTON

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Plan Co-operative Marketing of Fish

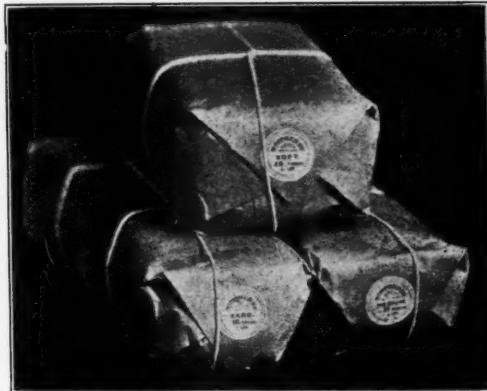
Plans of Boston and Gloucester fishermen to sell their catches through a co-operative marketing association were recently brought before Secretary Hoover and Commissioner O'Malley by a delegation including Mayor MacInnis of Gloucester, Secretary Brown of the Fishermen's Union, Newman Shea, representing the Gloucester branch of the Union, Aaron Sapiro, Captain George Peeples and Frank C. Pearce.

The purpose of the undertaking was explained, and an appeal for assistance from the Bureau of Fisheries was made. As a result the Bureau will make surveys of market conditions and facilities in the North Atlantic states and will place statistical data at the disposal of the fishermen's association.

As this conference was held just as the ATLANTIC FISHERMAN was going to press a more detailed account will have to be held over for the April issue.

Schooner Stiletto, Captain Ralph Webber, was scheduled to sail from Gloucester on the annual southern mackerel cruise, March 24. The Stiletto promised to be the first of the southern mackerel fleet to get away.

WOODBERRY Seine Twine



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Mishap on Trawler Comber

The steam trawler Comber was towed into port from the George's banks fishing grounds recently by the trawler Petrel. The main steam pipe on the Comber burst and Capt. Jethro Nickerson sent a wireless message for help. The Petrel responded three hours later, having abandoned her own fishing nearby when she picked up the Comber's S. O. S. call, and steamed to the rescue. No one was injured on the Comber when the steam pipe burst.

Byron N. Sellers, Inc., 111 Haverhill St., Boston, who are selling agents for the D-Lite lighting sets, are now equipped to do the complete wiring of vessels, as well as the installing of these sets.

The Manufacturer's Organization of the Gloucester Chamber of Commerce, has an active and enthusiastic member in the veteran oil clothing manufacturer of that city, Dave Frost, maker of the well-known "Frost" brand of oilskins.

Mr. Frost, who has suffered considerably from ill health during the past few years is now enjoying good health and is actively engaged in producing more "Frost" oilskins than ever before since he started manufacturing. With greatly increased manufacturing facilities the D. O. Frost Corporation is now able to fill all orders promptly.

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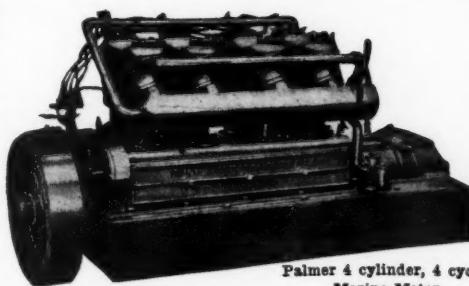
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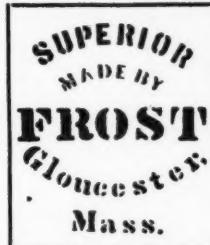
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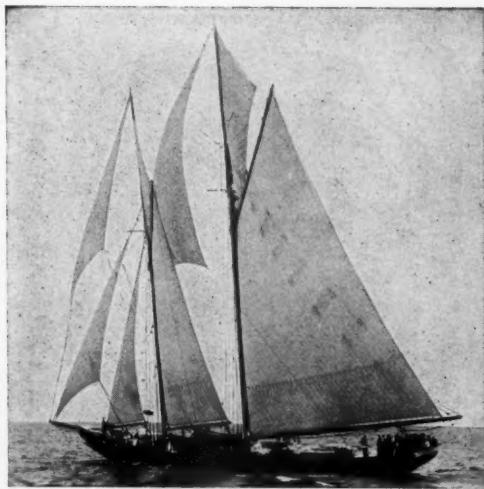
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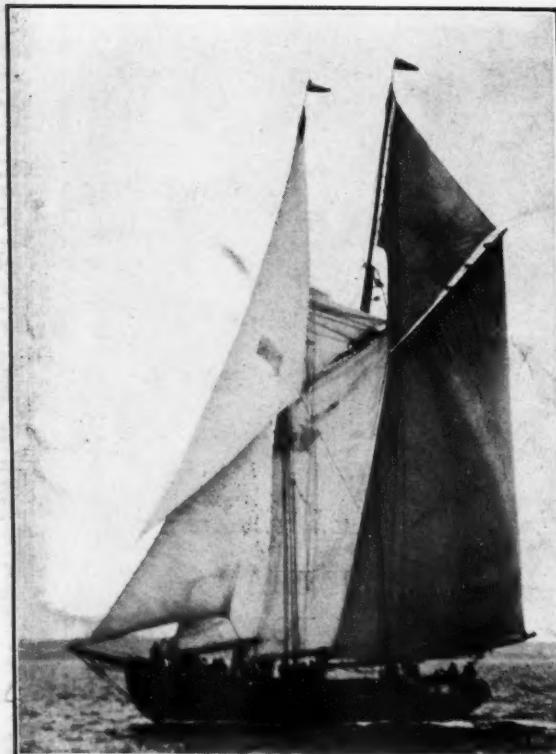
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